

seagoing barges must be fitted with anchors, chains and hawsers in general agreement with the standards established by the American Bureau of Shipping. The current standards of other recognized classification societies may also be accepted upon approval by the Commandant.

(c) *Lakes, Bays, and Sounds, or River Service.* Tankships in lakes, bays, and sounds, or river service must be fitted with such ground tackle and hawsers as deemed necessary by the Officer in Charge, Marine Inspection, depending upon the size of the tankship and the waters on which it operates.

(d) *Tankships and Barges Constructed Prior to June 15, 1987.* For tankships and manned seagoing barges constructed prior to June 15, 1987, the installations previously accepted or approved will be considered satisfactory for the same service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. If the service of the tank vessel is changed, the suitability of the equipment will be evaluated by the Officer in Charge, Marine Inspection.

[CGD 84-073, 52 FR 18362, May 15, 1987; 52 FR 22751, June 15, 1987]

§ 32.15–30 Radar—T/OC.

All tankships of 1,600 gross tons and over in ocean or coastwise service must be fitted with a marine radar system for surface navigation. Facilities for plotting radar readings must be provided on the bridge.

[CGD 74-074, 42 FR 5963, Jan. 31, 1977]

§ 32.15–35 Magnetic Compass and Gyrocompass—T/OC.

(a) All tankships in ocean or coastwise service must be fitted with a magnetic compass.

(b) All tankships of 1,600 gross tons and over in ocean or coastwise service must be fitted with a gyrocompass in addition to the magnetic compass.

(c) Each tankship must have an illuminated repeater for the gyrocompass required under paragraph (b) that is at the main steering stand unless the gyrocompass is illuminated and is at the main steering stand.

[CGD 74-074, 42 FR 5963, Jan. 31, 1977]

Subpart 32.16—Navigation Bridge Visibility

§ 32.16–1 Navigation bridge visibility—T/ALL.

Each tankship which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

(a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:

(1) From the conning position, the view of the sea surface is not obscured forward of the bow by more than the lesser of two ship lengths or 500 meters (1,640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision extends over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(5) From each bridge wing, the respective side of the vessel is visible forward and aft.

(b) Windows fitted on the navigation bridge must be arranged so that:

(1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

(2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees;

(3) The height of the lower edge of the front windows is limited to prevent any obstruction of the forward view previously described in this section; and

(4) The height of the upper edge of the front windows allows a forward view of the horizon at the conning position, for a person with a height of eye of 1.8 meters (71 inches), when the vessel is at a forward pitch angle of 20 degrees.

(c) Polarized or tinted windows must not be fitted.

[CGD 85-099, 55 FR 32247, Aug. 8, 1990]

Subpart 32.20—Equipment Installations

§ 32.20-1 Equipment installations on vessels during World War II—TB/ALL.

Boilers, pressure vessels, machinery, piping, electrical and other installations, including lifesaving, firefighting and other safety equipment, installed on vessels during the Unlimited National Emergency declared by the President on May 27, 1941, and prior to the termination of title V of the Second War Powers Act, as extended (sec. 501, 56 Stat. 180, 50 U.S.C. 635), which do not fully meet the detailed requirements of the regulations in this chapter, may be continued in service if found to be satisfactory by the Commandant for the purpose intended. In each instance prior to final action by the Commandant, the Officer in Charge, Marine Inspection, shall notify Headquarters of the facts in the case, together with recommendations relative to suitability for retention.

§ 32.20-5 Pressure vacuum relief valves—TB/ALL.

The pressure vacuum relief valve shall be of a type and size approved by the Commandant for the purpose intended. For specifications and procedures re approval, see subpart 162.017 of subchapter Q (Specifications) of this chapter.

§ 32.20-10 Flame arresters—TB/ALL.

Flame arresters must be of a type and size suitable for the purpose intended and meet ASTM F-1273.

[CGD 88-032, 56 FR 35821, July 29, 1991]

§ 32.20-20 Liquid level gaging—T/ALL.

On tankships, the construction or conversion of which is started on or after July 1, 1951, a method for determining the level of the liquid in a cargo tank without opening ullage holes, cargo hatches, or Butterworth plates, shall be provided on all tankships certificated for the carriage of Grade A liquids: *Provided*, That ullage holes fitted with sounding pipes tightly secured to the underside of the tank tops, open at the bottom, and extending to within 18 inches or less of the bottom of the tank shall be considered as complying with the foregoing requirement.

Subpart 32.22T—Tank Level or Pressure Monitoring Devices

SOURCE: CGD 90-071, 62 FR 14830, Mar. 28, 1997, unless otherwise noted.

EFFECTIVE DATE NOTE: At 62 FR 14830, Mar. 28, 1997, subpart 32.22T, consisting of §§ 32.22T-1 and 32.22T-5, was added, effective Apr. 28, 1997, to Apr. 28, 1999.

§ 32.22T-1 Scope and applicability.

(a) *Effective period*. This subpart is effective for 2 years from April 28, 1997.

(b) *Applicability*. The standards set forth in this subpart apply to tank level or pressure monitoring devices developed for use on single-hull tank vessels over 5,000 gross tons carrying oil in bulk as cargo.

(c) *Scope*. This subpart sets performance standards for tank level or pressure monitoring devices. If a device meeting these standards is developed during the effective period of this subpart, the Coast Guard will address installation requirements separately. During the effective period of this subpart no owner or operator is required to install any tank level or pressure